



U. S. Steel  
Clairton Works  
400 State Street  
Clairton, PA 15025-1855

January 24, 1995

Deputy Director  
Allegheny County Health Department  
Department of Air Quality  
301 Thirty-Ninth Street  
Pittsburgh, PA 15201

U.S. Environmental Protection Agency  
Region III  
Air, Radiation & Toxics Division  
841 Chestnut Building  
Philadelphia, PA 19107  
ATTN: Michael Ioff (3AT23)

Assistant Council  
Department of Environmental Resources  
Southwest Region  
400 Waterfront Drive  
Pittsburgh, PA 15222-4745  
ATTN: Ward Kelsey, Esq.

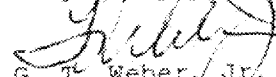
Department of Justice  
Environmental and Natural Resource Division  
Environmental Enforcement Section  
P.O. Box 7611  
Ben Franklin Station  
Washington, D.C. 20044  
ATTN: David Street, Esq.

Subject: Breakdown Report 95-0016  
Igniter Flares  
USS Clairton Works

Gentlemen:

The attached form confirms our verbal report of the subject incident. Several phone calls were made between 2100 hours and 2350 hours in an attempt to verbally notify Allegheny County of the breakdown. There was no answer at the county phone. For this reason, verbal notification to the county was not made within the 1 hour time limit. Any questions concerning this matter should be referred to W. C. Graeser at 233-1467.

Very truly yours,

  
G. T. Weber, Jr.  
General Manager  
Coking Operations



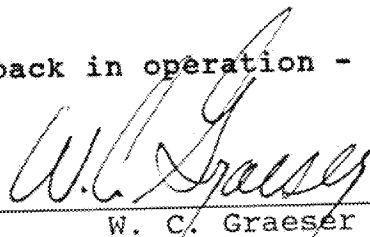
**NOTICE OF BREAKDOWN OF EQUIPMENT**  
**ARTICLE XX - SECTION 202.C**

1. Breakdown No.: 95-0016
2. Date & Time of Breakdown: Date: 01/23/95 Time: 2050 hours
3. Company Name: USX Corporation - USS Clairton Works
4. Specific Equipment Involved or Affected: #15, 19, & 20 Battery Igniter Flares
5. BAPC Permit Number (if applicable):
6. Location: Clairton, PA
7. Nature and cause of breakdown: The flare Igniter pilot flames were out on #15, 19, & 20 Batteries.
8. Identification of Emissions:
  - A. Type(s) (CO, NOX, SO2, Particulates, Hydrocarbons, etc.)  
No environmental impact.
  - B. Toxic qualities of each type (including its qualities as an irritant, and its potential for causing illness, disability, or mortality). Unknown.
  - C. Amount of each type emitted (or likely to be emitted).  
No environmental impact.
9. Measures taken (or to be taken) to minimize length of breakdown and amount of emissions, including shutdown or curtailment (or why it is impossible or impractical to do so).

The Igniter pilot on #15 Battery was re-lit at 2115 hours.  
The Igniter pilots on #19 & 20 Batteries were re-lit at 0100 hours on 01/24/95.

10. Facility back in operation - Date: 01/24/95 Time: 0100 hours

Signature

  
W. C. Graeser

Date

1/24/95

Senior Environmental Control Engineer Phone: 233-1467



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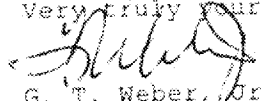
Department of Justice  
Environmental and Natural Resource Division  
Environmental Enforcement Section  
P.O. Box 7611  
Ben Franklin Station  
Washington, D.C. 20044  
ATTN: David Street, Esq.

Subject: Breakdown Report 95-1025  
Igniter Flares  
USS Clairton Works

Gentlemen:

The attached form confirms our verbal report of the subject incident. Any questions concerning this matter should be referred to W. C. Graeser at 233-1467.

Very truly yours,

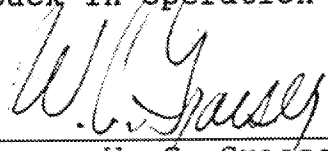
  
G. T. Weber, Jr.  
General Manager  
Coking Operations



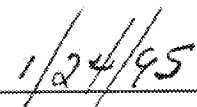
NOTICE OF BREAKDOWN OF EQUIPMENT  
ARTICLE XX - SECTION 202.C

1. Breakdown No.: 95-1025
2. Date & Time of Breakdown: Date: 01/22/95 Time: 1050 hours
3. Company Name: USX Corporation - USS Clairton Works
4. Specific Equipment Involved or Affected: #13, 15, & 19 Battery Igniter Flares
5. BAPC Permit Number (if applicable):
6. Location: Clairton, PA
7. Nature and cause of breakdown: The flare Igniter pilot flames were out on #13, 15, & 19 Batteries.
8. Identification of Emissions:
  - A. Type(s) (CO, NOX, SO2, Particulates, Hydrocarbons, etc.)  
No environmental impact.
  - B. Toxic qualities of each type (including its qualities as an irritant, and its potential for causing illness, disability, or mortality). Unknown.
  - C. Amount of each type emitted (or likely to be emitted).  
No environmental impact.
9. Measures taken (or to be taken) to minimize length of breakdown and amount of emissions, including shutdown or curtailment (or why it is impossible or impractical to do so).  
The Igniter pilots on #13 & 15 Batteries were re-lit at 1215 hours.  
The Igniter pilot on #19 Battery was re-lit at 1305 hours.
10. Facility back in operation - Date: 01/22/95 Time: 1305 hours

Signature



Date



W. C. Graeser

Senior Environmental Control Engineer Phone: 233-1467



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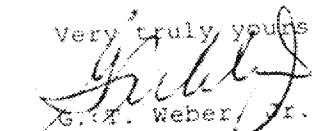
Department of Justice  
Environmental and Natural Resource Division  
Environmental Enforcement Section  
P.O. Box 7611  
Ben Franklin Station  
Washington, D.C. 20044  
ATTN: David Street, Esq.

Subject: Breakdown Report 95-1022  
Igniter Flares  
USS Clairton Works

Gentlemen:

The attached form confirms our verbal report of the subject incident. Any questions concerning this matter should be referred to W. C. Graesser at 233-1467.

Very truly yours,

  
G. T. Weber, Jr.  
General Manager  
Coking Operations

**RECEIVED**

JAN 31 1995

Environmental Programs Section  
EPA Region III





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ATTN: David Street, Esq.

Subject: Breakdown Report 95-1024  
Igniter Flares  
USS Clairton Works

Gentlemen:

The attached form confirms our verbal report of the subject incident. Any questions concerning this matter should be referred to W. C. Graeser at 233-1467.

Very truly yours,

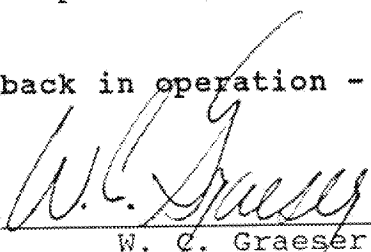
  
G. T. Weber, Jr.  
General Manager  
Coking Operations



NOTICE OF BREAKDOWN OF EQUIPMENT  
ARTICLE XX - SECTION 202.C

1. Breakdown No.: 95-1024
2. Date & Time of Breakdown: Date: 01/21/95 Time: 0845 hours
3. Company Name: USX Corporation - USS Clairton Works
4. Specific Equipment Involved or Affected: #13, 14, & 15 Battery Igniter Flares
5. BAPC Permit Number (if applicable):
6. Location: Clairton, PA
7. Nature and cause of breakdown: The flare Igniter pilot flames were out on #13, 14, & 15 Batteries.
8. Identification of Emissions:
  - A. Type(s) (CO, NOX, SO2, Particulates, Hydrocarbons, etc.)  
No environmental impact.
  - B. Toxic qualities of each type (including its qualities as an irritant, and its potential for causing illness, disability, or mortality). Unknown.
  - C. Amount of each type emitted (or likely to be emitted).  
No environmental impact.
9. Measures taken (or to be taken) to minimize length of breakdown and amount of emissions, including shutdown or curtailment (or why it is impossible or impractical to do so).  
The Igniter pilots were re-lit and placed back in service.
10. Facility back in operation - Date: 01/21/95 Time: 1300 hours

Signature

  
W. C. Graeser

Date



Senior Environmental Control Engineer

Phone: 233-1467